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COUNTRY East Germany REPORT NO.   25X1

TOPIC Puetnitz Airfield 614747

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PREPARED 8 March 1954

## REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

## REMARKS

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1. The following air activity was observed at Puetnitz airfield between 18 January and 5 February 1954:

18 January. During the morning and afternoon, there was air activity by swept-back jet aircraft. The weather was sunny. Several aircraft were simultaneously observed aloft. From 8 p.m. until after midnight, take-offs and landings were made by individual swept-back jet aircraft.

23 January. Between 8 a.m. and 6 p.m., there was clear weather. From 9:45 a.m. until about 10:15 a.m., individual swept-back jet aircraft were observed aloft.

24 to 26 January. There was no air activity. The weather usually was overcast with intermittent snow flurries.

27 January. During the afternoon, individual flights by elements of two were made.

28 January. Between 8:15 a.m. and about 4:45 p.m., swept-back jet aircraft were repeatedly observed aloft. Take-offs by 7 aircraft were repeatedly made in rapid succession. A Li-2 landed at 10:45 a.m. and again took off around 5:15 p.m. heading toward the west. During the night until about 2 a.m., source heard that MiG-15 or U-MiG-15s were aloft.

29 January. During the noon hours, dives were practiced over the field. The aircraft pulled out at an altitude of about 200 meters.

31 January. During the morning, some local flights were made by MiG-15 or U-MiG-15s. The weather was overcast with light snow fall.

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1 February. No air activity was observed.

2 February. At 8:15 a.m., 3 MiG-15s took off in rapid succession. The aircraft assembled in squadron wedge formation and practiced formation flying. Subsequently, take-offs were continuously made by elements of two. Usually, about 3 elements were aloft. During the afternoon, there was the same air activity as during the morning.

5 February. Between 10 a.m. and 5:45 p.m., there was air activity by MiG-15 or U-MiG-15s. At 7:45 p.m., [ ] the noise of a flying jet aircraft. Additional air activity could not be determined by source. 1

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3. On 2 February, there was air activity by individual aircraft and elements of twos. In addition to the 4 alert aircraft, 13 MiG-15 or U-MiG-15s were parked north of Koepenberg. The same air activity on 3, 4, and 5 February was observed. 1

4. During the morning of 3 February, local flights were made by MiG-15 or U-MiG-15s. There was a closed ceiling and light snow. About 13 to 15 swept-back jet aircraft were parked in the southernmost hangar.2 Throughout the day until 3 p.m. on 4 February, there was air activity by MiG-15 or U-MiG-15s. On 8 and 9 February, flying was practiced at the field. Swept-back jet aircraft were observed aloft on 12 February. 25X1

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1. Comment. After the transfers effected within the fighter division in Puetnitz at the end of December 1953 and the beginning of January 1954, it is assumed that a fighter division headquarters and two fighter regiments are now stationed at Puetnitz airfield. Toward the end of January, intensive formation flying was observed at Puetnitz airfield as at all other fighter airfields of the Twenty-Fourth Air Army.

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2.  Comment. There are five hangars intact at Puertnitz airfield. On the basis of the observations made in the southernmost hangar it is assumed that most of the aircraft stationed at the field are parked in the hangars.

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